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An Introduction to Roman-Dutch Law. By R. W. Lee, Dean of the Law Faculty, McGill University. Published by the Oxford University Press. 1915. pp. xxxv and 360.

This book was written to supply the long felt need of the student of Roman-Dutch Law for an introductory text-book in which might be found the general principles of that system of law. As is explained by the author in the general introduction, the Roman-Dutch Law is that which obtained in the province of Holland during the existence of the Republic of the United Netherlands. Carried thence to the East and West Indies, when these passed under the dominion of the Crown of Great Britain, it was retained as the common law of the colonies in accordance with the settled principle of English law and policy that colonies acquired by cession or by conquest retain their old law, so long and so far as it remains unrepealed. In the land of its origin it is no longer of practical value, having been replaced by modern codes. But in the colonies it is still in force, though its doctrines have felt the influence of the English common law and are rapidly falling into disuse. In British Guiana, indeed, a committee has been appointed to advise as to the necessary legislation to effect its abolition and the substitution of the English common law.

The text proper is divided into four books, treating of The Law of Persons, The Law of Property, The Law of Obligations, and The Law of Succession. The treatment is not exhaustive but is in keeping with the author's intention of setting forth, within a modest compass, the principles of the Roman-Dutch Common Law.

W. W. G.

Blackstone's Commentaries, with Hammond's Notes. Edited by William C. Jones. Published by the Bancroft-Whitney Company, San Francisco. 1915. pp. cxxxi and 2770.

The reading of Blackstone has among the younger generation of lawyers fallen largely into disrepute. The day has long since gone by when the study of Blackstone was an indispensable prerequisite to admission to the bar. The case system has justifiably displaced the text-book in the law schools of the country. But the case system alone leaves the student without an adequate conception of a system of laws—a coördinated whole—of which

each subject is an integral and correlated part. To the training in legal thinking and solution of specific problems is sacrificed a comprehension of the law as a whole. This evil has been recognized and brought before the profession in the report of Dr. Redlich on the Case Method. It is highly probable that the law schools will recognize the evil and remedy it in the future. But for those who have been under the case system alone, the remedy rests with themselves. The study of Blackstone furnishes an admirable basis from which to survey the whole field of the law. The value of its study has been long recognized. Professor Dicey has recently said: "To any student of English law, I unhesitatingly give this advice: Begin your study by reading Blackstone's Commentaries." To him who has completed his course in the law school, the same advice might well be given, for he is yet but at the beginning of his life-long study of the law.

The present edition is based upon that of Professor Hammond, using the same text and embodying to a large extent his valuable notes. There have been added numerous notes by the present editor, as well as notes in the form of extracts from the writings of acknowledged authorities on the history and theory, as well as the practice, of the law. These are intended to show the important modern modifications of or innovations on the common law. Students of the law would do well to read this edition of what the late Professor Maitland called "a great readable, reasonable book about the English law as a whole."

W. W. G.

The Commodities' Clause. By Thomas L. Kibler. Published by John Byrne & Company, Washington. 1916. pp. 178.

The purpose of this book is to treat in detail of the conditions in the coal regions due to the entering upon mining operations of the railroads of the country, the application of the Commodities' Clause thereto and the fundamental weakness of the clause. In order that the situation may be compared with that in Europe, a chapter is devoted to the exposition of conditions there. There follows a chapter on the conditions existing in the United States. The rest of the book is given over to a discussion of the Commodities' Clause, its history, operation and weakness. The conclusion of the author that "the present law as construed is deficient in that it permits a railway to own and operate min-